

MECHANICAL BEHAVIOR OF SAND-TIRE CHIPS MIXTURE UNDER
MONOTONIC LOADING

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To my beloved family and friends

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ABSTRACT

The volume of used tire in the world is increasing tremendously every year due to the increase in population. With the increasing volume of used tire, it causes environmental and financial burden towards many regions all around the world. This volume of used tire will occupy landfills and may cause fire or provide breeding ground for mosquitos. Therefore used tire had been implemented into geotechnical engineering to create a sustainable future. In order to implement used tire in geotechnical engineering application a full understanding of the mechanical properties of used tire is required. This study aims to investigate the mechanical behavior of sand-tire chips mixture with 30% and 50% tire chips content under monotonic loading using triaxial test at confining pressure of 100, 200 and 300kPa. As the percentage of tire chips increased the cohesion tends to increase but decrease the friction angle. The shear strength of sand-tire chips mixture increased with the addition of tire chips are added into sand until a vicinity percentage of 30% and beyond that it tend to decrease. This is due to the addition of tire chips tend to behave more as a mass with sand inclusions rather than a reinforced soil. Besides that when the sizes of tire chip increased the shear strength tend to increase. Principally this is due to the friction between the sand and tire chips are reduced. When tire chips content increased elastic modulus has a tendency to decrease as a result of tire chip is an effective energy absorbent material. It is also observed that as the when confining pressure increase, the elastic modulus tends to increase.

ABSTRAK

Setiap tahun isipadu tayar yang digunakan dalam dunia semakin meningkat dengan pesat disebabkan oleh peningkatan dalam jumlah penduduk. Dengan jumlah yang semakin meningkat, ia merupakan satu beban kepada alam sekitar dan kewangan di seluruh dunia. Jumlah tayar yang tidak digunakan akan memenuhi tapak pelupusan dan boleh menyebabkan kebakaran atau menjadikan kawasan pembiakan nyamuk. Dengan itu tayar terpakai telah digunakan dalam bidang kejuruteraan geoteknikal untuk mewujudkan masa depan yang mampan. Untuk melaksanakan tayar terpakai dalam aplikasi kejuruteraan geoteknikal, pemahaman yang penuh pada sifat-sifat mekanikal tayar terpakai adalah amat diperlukan. Kajian ini bertujuan untuk menyiasat kelakuan mekanikal pasir-cip tayar dengan 30%, 50% kandungan cip tayar campuran cip di bawah pembebanan monotonik menggunakan ujian tiga paksi pengukuran tersalir pada tekanan mengurung 100,200 dan 300 kPa. Apabila peratusan cip tayar meningkat perpaduan akan cenderung meningkat tetapi mengurangkan sudut geseran. Kekuatan ricih pasir tayar cip campuran meningkat apabila cip tayar ditambah ke dalam pasir sehingga 30% dan melebihi itu ia cenderung untuk mengurang. Ini adalah disebabkan oleh penambahan cip tayar bertindak lebih sebagai jisim. Selain itu apabila saiz cip tayar meningkat kekuatan ricih cenderung pun akan meningkat. Ini adalah disebabkan geseran antara pasir dan serpihan tayar telah dikurangkan. Apabila kandungan cip tayar meningkat elastik modulus mempunyai kecenderungan untuk mengurangkan akibat cip tayar adalah bahan tenaga berkesan penyerap. Diperhatikan juga apabila tekanan mengurung meningkat tekanan modulus elastic juga cenderung untuk meningkat.

TABLE OF CONTENTS

| CHAPTER | TITLE | PAGE |
|----------------|--------------------------|----------|
| | DECLARATION | ii |
| | DEDICATION | iii |
| | ACKNOWLEDGEMENT | iv |
| | ABSTRACT | v |
| | ABSTRAK | vi |
| | TABLE OF CONTENTS | vii |
| | LIST OF TABLES | x |
| | LIST OF FIGURES | xii |
| | LIST OF ABBREVIATIONS | xvi |
| | LIST OF SYMBOLS | xvii |
| | LIST OF APPENDICES | xviii |
| 1.0 | INTRODUCTION | 1 |
| 1.1 | Background of study | 1 |
| 1.2 | Problem statement | 2 |
| 1.3 | Objectives | 3 |
| 1.4 | Scope of Study | 3 |
| 2.0 | LITERATURE REVIEW | 4 |
| 2.1 | Introduction | 4 |
| 2.2 | Properties of Tire | 4 |

| | | |
|------------|--|-----------|
| 2.2.1 | Physical Characteristic | 4 |
| 2.2.1.1 | Physical Appearance | 5 |
| 2.2.1.2 | Specific Gravity | 5 |
| 2.2.1.3 | Gradation | 7 |
| 2.2.2 | Mechanical Characteristic | 8 |
| 2.3 | Properties of Sand | 17 |
| 2.3.1 | Physical Characteristic | 17 |
| 2.3.1.1 | Physical Appearance | 18 |
| 2.3.1.2 | Specific Gravity | 18 |
| 2.3.1.3 | Gradation | 18 |
| 2.3.1.4 | Relative Density | 20 |
| 2.3.2 | Mechanical Characteristic | 20 |
| 2.4 | Properties of Tire Chips-Sand Mixture | 22 |
| 2.4.1 | Physical Characteristic | 22 |
| 2.4.1 | Mechanical Characteristics | 24 |
| 2.4.1.1 | Shear Strength | 24 |
| 2.4.1.2 | Elastic Modulus | 36 |
| 2.4.1.3 | Types of Failure | 47 |
| 2.5 | Utilization | 48 |
| 2.5.1 | Highway and Earthwork Application | 48 |
| 2.5.2 | Landfill Application | 50 |
| 3.0 | METHODOLOGY | 51 |
| 3.1 | Introduction | 51 |
| 3.2 | Literature Review | 52 |
| 3.3 | Sample Collection | 53 |
| 3.4 | Laboratory Experiment | 53 |
| 3.4.1 | Particle Size Distribution | 54 |
| 3.4.2 | Specific Gravity | 55 |
| 3.4.3 | Relative Density | 55 |
| 3.5 | Consolidated Undrained Test | 56 |
| 3.5.1 | Sample Preparation | 59 |
| 3.5.2 | Procedure of Consolidated Undrained Test | 59 |

| | | |
|---|--|----|
| | 3.5.3 Main Test | 60 |
| | 3.5.5 Elastic Modulus | 62 |
| 4 | RESULT AND DISCUSSION | 63 |
| | 4.1 Introduction | 63 |
| | 4.2 Physical Characteristic | 63 |
| | 4.2.1 Grain Size Distribution | 64 |
| | 4.2.2 Specific Gravity | 65 |
| | 4.2.3 Relative Density | 65 |
| | 4.3 Mechanical Characteristic | 66 |
| | 4.3.1 Effect of Tire Chips Content | 66 |
| | 4.3.2 Effect of Tire Chips Size | 79 |
| | 4.4 Elastic Modulus | 81 |
| | 4.5 Failure Mode | 86 |
| 5 | CONCLUSION & RECOMMENDATION | 90 |
| | 5.1 Conclusion | 90 |
| | 5.2 Recommendations | 91 |
| | REFERENCES | 92 |
| | APPENDICES | |

LIST OF TABLES

| TABLE NO. | TITLE | PAGE |
|------------------|---|-------------|
| 2.1 | Effect of tire content on the maximum dry unit weight of bauxite residue sand-tire mixture | 6 |
| 2.2 | Shear strength of tire chips and shreds from triaxial testing | 16 |
| 2.3 | Shear strength of different size tire shreds | 17 |
| 2.4 | Description and average grain sizes according to USCS (ASTM-D2487-93) | 19 |
| 2.5 | Results of triaxial test on sand-tire shred | 28 |
| 2.6 | Results of triaxial test on sand-tire shred | 29 |
| 2.7 | Results of triaxial test on sand-tire shred | 33 |
| 2.8 | Waste tire, sand and waste tire-sand mixtures shear strength parameters | 36 |
| 2.9 | Typical elastic parameters | 39 |
| 2.10 | Specimen parameters and soil properties | 41 |
| 2.11 | Specimen parameters and soil-rubber mixture and rubber properties | 48 |
| 3.1 | Laboratory experiment | 53 |
| 4.1 | Magnitude of C_u and C_c for sand and tire chips. | 64 |
| 4.2 | Specific gravity sand and tire chips | 65 |
| 4.3 | Minimum and maximum density for sand and sand with tire chips mixture | 66 |
| 4.4 | Shear strength for sand | 71 |
| 4.5 | Shear strength for 30% tire chips + 70% sand | 73 |
| 4.6 | Shear strength for 50% tire chips + 50% sand | 75 |
| 4.7 | Shear strength for sand, sand-tire chips mixture at 30% tire chips, 50% tire chips mixture at confining | |

| | | |
|-----|---|----|
| | pressure of 300kPa | 78 |
| 4.8 | Shear strength for sand-tire chips mixture at 10% tire chips and 10% tire powder content at confining pressure of 200kPa | 81 |
| 4.9 | Elastic modulus for sand, 70% sand + 30% tire chips and 50% sand + 50% tire chips at confining pressure of 100,200 and 300kPa | 86 |

LIST OF FIGURES

| FIGURE NO. | TITLE | PAGE |
|-------------------|--|-------------|
| 2.1 | Grain size distribution curve of 4mm tire grain and 750 μ m tire powder | 7 |
| 2.2 | Photographs of the 4mm tire grains and 750 μ m tire powder | 8 |
| 2.3 | Volume variation and deviatoric stress on various type of tire shred at 75kPa confining pressure | 10 |
| 2.4 | Sample of raw material and selected circular chips | 11 |
| 2.5 | Sample of tire chips | 12 |
| 2.6 | Volume variation and deviatoric stress on tire shred at 3 confining pressure | 13 |
| 2.7 | Volume variation and deviatoric stress on tire shred at 3 confining pressure | 14 |
| 2.8 | Stress-strain response and volume change character of tire chips under triaxial loading | 15 |
| 2.9 | Grain size distribution of sand | 19 |
| 2.10 | Stress-strain response and volumes change character of sand under triaxial loading | 21 |
| 2.11 | Effect of tire content on the maximum dry unit weight of bauxite residue sand- tire mixtures | 22 |
| 2.12 | Variation of minimum density with rubber percentages | 23 |
| 2.13 | Results of triaxial test on sand-tire grains mixture at confining pressure of 250kPa | 25 |
| 2.14 | Results of triaxial test on sand-tire powders mixture at confining pressure of 250kPa | 26 |

| | | |
|------|--|----|
| 2.15 | Effect of tire shred on shear strength parameters of sand-tire shred mixtures | 27 |
| 2.16 | Result of tests on tire shred-sand mixture with the content of 38% and 60% | 29 |
| 2.17 | Deviator stress and volumetric strain of the tire chips-sand mixture for different tire content | 31 |
| 2.18 | Failure modes in triaxial tests: a) tire chips only-horizontal distribution, b) tire chips-sand mixture with 15.2% tire content | 32 |
| 2.19 | Deviator stress and volumetric strain of the tire chips-sand mixture for different tire content | 33 |
| 2.20 | Specimens at the end of the tests | 34 |
| 2.21 | Stress-strain relationships for: (a) perfectly elastic material, (b) plastic and elastic/plastic material, (c) typical 'brittle' soil, (d) typical 'ductile' soil | 37 |
| 2.22 | Derivation of Young's modulus from non-linear stress-strain relationships: (a) tangent modulus, (b) initial tangent modulus, (c) secant modulus, (d) correction to point of origin | 38 |
| 2.23 | Grain size distribution of the sand | 40 |
| 2.24 | Granular rubber material | 41 |
| 2.25 | Triaxial test of sand at confining pressure 50kPa | 42 |
| 2.26 | Triaxial test of sand at confining pressure 100kPa | 42 |
| 2.27 | Triaxial test of sand at confining pressure 150kPa | 42 |
| 2.28 | Triaxial test of 25% rubber + 75% sand mixture at confining pressure 50kPa | 44 |
| 2.29 | Triaxial test of 25% rubber + 75% sand mixture at confining pressure 100kPa | 44 |
| 2.30 | Triaxial test of 25% rubber + 75% sand mixture at confining pressure 150kPa | 44 |
| 2.31 | Triaxial test of 50% rubber + 50% sand mixture at confining pressure 50kPa | 45 |
| 2.32 | Triaxial test of 50% rubber + 50% sand mixture at confining pressure 100kPa | 45 |

| | | |
|------|--|----|
| 2.33 | Triaxial test of 50% rubber + 50% sand mixture at confining pressure 150kPa | 45 |
| 2.34 | Triaxial test of granular rubber at confining pressure 50kPa | 46 |
| 2.35 | Triaxial test of granular rubber at confining pressure 100kPa | 46 |
| 2.36 | Triaxial test of granular rubber at confining pressure 150kPa | 46 |
| 2.37 | Modes of failure in compression test specimens: (a) plastic failure (b) brittle failure and (c) intermediate type | 47 |
| 2.38 | Summary of recycling and disposal options for scrap tires | 50 |
| 3.1 | Flow chart | 52 |
| 3.2 | A set of sieve. | 54 |
| 3.3 | Small pyknometer. | 55 |
| 3.4 | Vibrating table | 56 |
| 3.5 | Water de-airing system | 55 |
| 3.6 | Consolidated undrained test | 58 |
| 4.1 | Grain size distribution for sand and tire chips. | 64 |
| 4.2 | Mohr circle for sand | 67 |
| 4.3 | Mohr circle for 70% sand + 30% tire chips | 68 |
| 4.4 | Mohr circle for sand 50% + 50% tire chips | 68 |
| 4.5 | Effect of tire chips on shear strength parameters of sand-tire chips mixture | 69 |
| 4.6 | Shear-stress and pore water pressure response | 70 |
| 4.7 | Shear-stress and pore water pressure-stress response on 70% sand + 30% tire chips | 72 |
| 4.8 | Shear-stress and pore water pressure-strain response on 50% sand + 50% tire chips mixture | 74 |
| 4.9 | Shear-stress and pore water pressure-strain response on sand and sand-tire chips mixture at confining pressure 300 kPa | 77 |

| | | |
|-------|--|----|
| 4.10a | Shear-stress and pore water pressure-strain response on sand-tire chips mixture at 10% tire chips and 10% tire powder at confining pressure of 200 kPa | 80 |
| 4.11 | Elastic modulus for sand | 82 |
| 4.12 | Elastic modulus for 70% sand + 30% tire chips | 83 |
| 4.13 | Elastic modulus for 50% sand + 50% tire chips | 84 |
| 4.14 | Elastic modulus for sand and sand-tire chips mixture | 85 |
| 4.15a | Failure mode for pure sand | 87 |
| 4.15b | Failure mode for 70% sand + 30% tire chips | 87 |
| 4.15c | Failure mode for 50% sand + 50% tire chips | 88 |
| 4.15d | Failure mode for 90% sand + 10% tire chips | 88 |
| 4.15e | Failure mode for 90% sand + 10% tire powder | 89 |

LIST OF ABBREVIATIONS

| | | |
|------|---|---|
| AS | | Australia Standard |
| ASTM | - | American Society of Testing & Materials |
| BS | - | British Standard |
| CU | - | Consolidated Undrained |
| USCS | - | Unified Soil Classification System |

LIST OF SYMBOLS

| | | |
|--------------|---|-------------------------------|
| e_{\max} | | maximum density |
| e_{\min} | | minimum density |
| G_s | - | Specific gravity |
| D | - | Diameter |
| S | - | Shear strength |
| C | - | Cohesion intercept |
| Φ | - | Angle of internal friction |
| σ_1 | - | Major principle stress |
| σ_2 | - | Intermediate principle stress |
| σ_3 | - | Minor principle stress |
| C_u | - | Coefficient of uniformity |
| C_c | - | Coefficient of curvature |
| ϵ_v | - | Volumetric strain |
| ϵ_a | - | Axial strain |
| σ' | - | Effective pressure |
| E | - | Elastic modulus |

LIST OF APPENDICES

| APPENDIX | TITLE | PAGES |
|----------|-----------------------------|-------|
| A | Specific gravity | 94 |
| B | e_{\max} and e_{\min} | 95 |
| C | Grain size distribution | 96 |
| D | Consolidated undrained test | 98 |

CHAPTER 1

INTRODUCTION

1.1 Background of Study

The volume of used tire in the world is increasing tremendously every year due to the increased in population and this cause a major environmental problem. A large volume of used tire will occupy the crowded landfills and may cause fire or provide a breeding ground for mosquitos. Therefore action that had been taken by European Union in banishing the disposal of tires in landfills through the directive 1991/31/EC which applies to all the European Union countries. This directly promotes recycling of used tire in civil engineering and mainly geotechnics due to the advantages of lightweight, high vibration absorption, high elastic compressibility, high hydraulic conductivity and temperature isolation. Currently sand-tire chips mixture is widely used as lightweight material for the embankment body, as backfill of retaining wall, drainage layer, thermal or vibration insulation layer and reinforcement layer (Foosse *et al.*, 1996, Pisarczyk, 2002).

Many researches had been conducted on the fundamental engineering properties of sand-tire chips mixture such as compaction characteristics, compressibility, permeability, shear strength, modulus of elasticity and poisson's ratio. Rao and Dutta (2006) studied the admixture of sand-tire chips in varying size and content. They concluded that as the content of the tire chips in sand increase the shear stress will indeed increase. Shahin *et al.* (2011), Zornberg *et al.* (2004), Lee *et al.* (2005) and Balachowski (2007) studied the mechanical properties of tire chips-

sand mixture on triaxial tests analyzing the shape of the tire, tire content on the sand at different confining pressure and sand density. They found out that the maximum shear strength of the mixture is close to 35% of tire shred content.

Waste tire should be fully utilized in various sizes from the point of view of environmental. However the costs of cutting waste tire into various sizes also play an important role. It can be seen that additional costs are required to make tire in certain dimensions. Ghazavi and Sakhi (2005) studied on the influence of optimized tire shreds on shear strength parameters of sand. They reported that shred contents, shred width, shred aspect ratio for a given width, compaction and normal stress are influencing factors on shear strength of the mixtures. Dilation indeed occurs during shearing stage especially at high tire content and more compaction. Besides that they also reported that the optimization of aspect ratio of shred with the width of 2-4cm tends to increase the friction angle by 25%.

1.2 Problem Statement

In many industrialized country waste tire had been causing an enormous problem towards waste management engineer. Due to tire do not decompose, the way of disposing it have a tendency to pose a threat to the public health and also the environment for example occupying large volumes in already crowded landfills, waste tire storage can be a dangerous risk and waste tire dumps provide the breeding ground for vermin, rats and mosquitos (Gotteland, 2005). Indeed tire can be implemented into geotechnical and geo-environmental due to the unique properties for example durability, strength, resiliency and high friction resistance. All this are significant value for geotechnical design in improving weak shear strength soil. Besides that waste tire can also be substituted to virgin construction materials that are nonrenewable (Zornberg, 2004).

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